

THE ILLUSTRATED LONDON NEWS



No. 465.—VOL. XVIII.]

FOR THE WEEK ENDING SATURDAY, JANUARY 18, 1851.

[SIXPENCE.]

THE "CHANGARNIER" CRISIS.

THE word "crisis" has been so often misemployed, especially with regard to French affairs, as to have lost much of its significance. There have, in fact, been so many alleged crises which have turned out to be no crises at all, that the world is loth to believe in a new one. Yet, the events of the last week in Paris have, in reality, deserved the name. Whether the crisis be really at an end at the time at which we write, it is impossible to say; but, pending or completed, the circumstances which preceded and must follow it will necessarily occupy a prominent place hereafter in the page of French history.

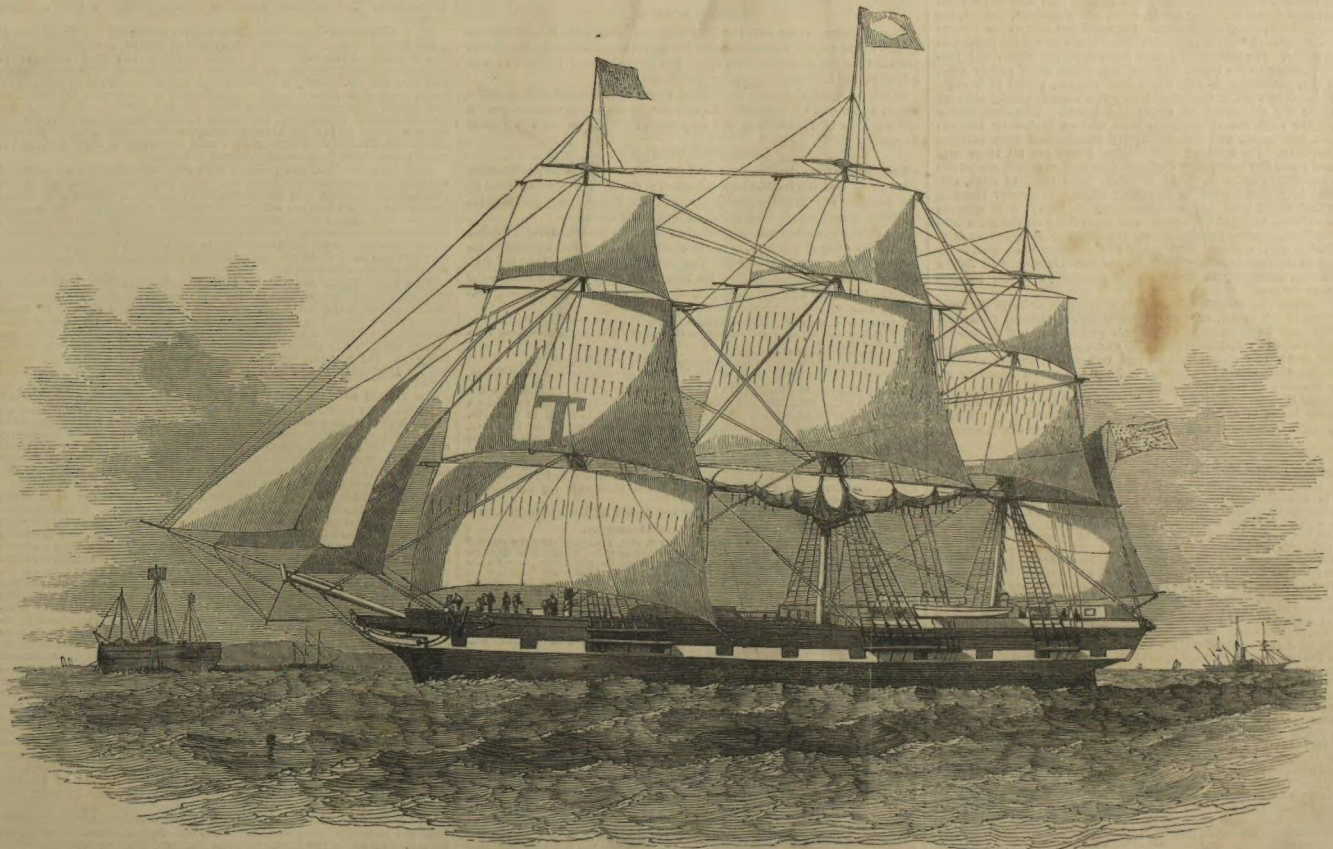
Since the observations were penned which appeared upon the subject in our last week's publication, the President has succeeded in forming a Ministry, and that Ministry have supported him in dismissing General Changarnier from his dangerous command. The General has been as coolly superseded as if he had been a corporal, and Paris has rather enjoyed than resented his disgrace. Contrary to the expectations that were in all probability entertained by that large party of politicians forming the majority of the Assembly, who have no confidence in one another, or in the Republic whose faithful servants they have sworn to be, the public opinion of the capital, and, as far as it is yet known, of the provinces, has supported Louis Napoleon. Though claiming to be the friends of order, the members of the Parliamentary majority have allowed their hatred of the Revolution, and their jealousy of the President, to betray them into a position the very opposite of that which they desired to hold; and they stand before the country convicted in the most palpable manner of a series of gross political blunders. Louis Napoleon, who, on the contrary, has made no secret of the fact, that he has no respect for that article of the Constitution which forbids his own re-election, has acted in this dispute with the most scrupulous observance both of its

letter and its spirit, and has greatly strengthened his previous position. The temperate manner in which he has upheld the dignity of his office has procured him many new friends, without the sacrifice of any old ones; and, in the merely personal matter of his ambition to make himself Consul, Emperor, or President for life, he has gained an advantage over all his opponents, very sensibly diminished the chances of a Legitimate or an Orleanist restoration, and deferred *sine die* the realization of the daily diminishing hopes of all other aspirants to the Presidential chair.

But as if it were not enough for the Assembly to be placed in one dilemma, it has rushed into a second. It might have been thought that such cool heads as those of M. Thiers and M. de Remusat might have been of better service to it. Having been shown to be in the wrong, in setting itself up as a power irresponsible to the country that elected it, and unnecessarily, as well as injudiciously, hostile to the President and the Executive Government, it should have had wisdom enough to refrain from making bad worse. But its first step, after its defeat, has still further tended to diminish the confidence of men of business, and of that politically colourless, but large body of shopkeepers and traders of France, who consider a full till the best of blessings, and who long for a firm and orderly Government, whatever be its principles, as the surest means of attaining it. That class of persons, instead of seeing in the Assembly the upholder of the law, sees in it an unruly party, a violent knot of intriguers, who would rather indulge in political revenge than assure the repose of the country. Acting under the influence of irritated feeling against the President and his Ministers for an act which, it must be remembered, was as strictly legal and constitutional as it was imperatively necessary, it has, by a large majority, appointed a select committee to inquire into the state of the nation—in other words, to deliberate whether it cannot punish the Executive Government for doing what, in the exercise of its discretion, and on its responsibility to the country, it was bound to do.

The position held by Changarnier—the tacitly recognised Monk of two parties, or the Cromwell of another—was totally incompatible with the authority, if not with the existence, of the Executive Government. The result of this ebullition of pique on the part of the Assembly cannot well be otherwise than discreditable or injurious. It will either end in smoke—in which case the Assembly will be in a worse position than before—one that will verify the truth of the saying of Talleyrand, that "*un ridicule est pire qu'un crime*;" or it will place itself in more direct and open hostility to the Executive Power—in which case it will expedite a solution, which might well have been postponed until the term prescribed by the Constitution for its own re-election. It was at one time proposed that General Changarnier should be elected President of the Assembly, in lieu of M. Dupin, in order that he might annoy the President in a new capacity; but, as the General cannot speak, and knows nothing of the forms of the Legislature, and as people began to laugh at the mere notion, the idea was abandoned. The next resource thought of for making him a thorn in the side of the Government was to appoint him to the command of a force for the protection of the Assembly—but as this bore too much the appearance of a direct challenge and incentive to civil war, the idea fared no better than its predecessor. The third course—that of appointing a committee to inquire into the state of the nation—was consequently adopted as the safest piece of spite that the Assembly could perpetrate.

Thus the Assembly has played a losing, and the President a winning game. The one has exhibited mistrust and vindictiveness, together with want of principle, want of faith, want of cohesion—want of everything, in fact, which should have combined to give it a hold upon the respect or affection of the French, or the good opinion of neighbouring nations. The other, on the contrary, has shown strong faith in himself and in his destinies, if in nothing else—together with true courage, and a most admirable tact and coolness. We know of nothing more remark-



THE NEW BOSTON PACKET-SHIP "DANIEL WEBSTER."—(SEE NEXT PAGE.)

A few days since, the crew of a Swedish brig, lying in the Downs, consisting of eight men, having secured the captain and mate in the cabin, proceeded to rifle the vessel of every article of value; and, among other property of a portable description, carried off the captain's watch. Having taken to the boat they deserted her on landing near the second battery, where the boat was found and secured by the coast guard on duty. No trace of the delinquents has yet been discovered.

UNITED STATES.

Advices to the last instant, from New York, throw further light on the diplomatic disagreement which has arisen between Austria and the United States. The cause of the dispute is the assistance rendered to the Hungarian refugees, and promised to Kossuth by the Americans, which Austria regarded as contrary to the law of nations, and opposed to the American principle of non-intervention in the internal affairs of other nations. She has, therefore, it is understood, refused, through the medium of Mr. Hulsebosch, to accept of *Charles Kossuth*, as an *ambassador*, the alternative of the American Government refusing to receive *him* and other Hungarian refugees, or that the Emperor will no longer be permitted to receive *him* in Hungary. The United States Government, on the other hand, has returned a decided reply, to the effect that the United States ever

Mr. William Willes, the principal of the Cork School of Design, and a gentleman of considerable artistic reputation in the south of Ireland, died Saturday last.

The Waterford papers notice the continuous progress of emigration on that port. On Friday week, the *Albert* and *Mara*, Liverpool steamers, left a river with nearly two hundred persons on board, bound for America.

LONDON JOINT STOCK BANK.—The half-yearly meeting of the

The resolution was unanimously adopted, with great applause. The Chairman then introduced Sir Andries Stockenström, Mr. Fairbairn, and Mr. Brand, who were greeted with enthusiastic applause. Silence bay



HAAKON.

THE EXPERIMENTAL SQUADRON.

ARETHUSA.

ing been at last procured, Mr. Jarvis presented to Mr. Fairbairn a box containing the draft Constitution prepared by the four popular members, with the numerous petitions and resolutions of various municipalities in support of the draft. Mr. Jarvis made a short but impressive address to Mr. Fairbairn, on the important charge which had been entrusted to him—to lay the wants, the grievances, and the wishes of the colonists before her Majesty and the Imperial Parliament; and he more particularly directed the attention of Mr. Fairbairn to the assistance which he might expect to receive from the Colonial Reform Society. Mr. Fairbairn briefly expressed his sense of the confidence which had thus been placed in him, and stated his intention not to return to the colony till he had satisfied his constituents; an announcement which was received with loud cheers. Then advancing a step, and amidst a profound silence, Mr. Fairbairn, evidently much affected, said, "Gentlemen, for a short time I bid you—farewell!" "God bless you!—God bless you!" burst from the excited multitude, who then hastened into the square to escort their representative to the place of embarkation.

Mr. Fairbairn proceeded on foot, supported by his colleagues and friends, the chairman and commissioners of the municipality, a number of the most respectable and influential inhabitants of the city, and escorted by a crowd of between two and three thousand people assembled to render the last mark of respect to their ancient leader. It was a mark of public esteem and honour never before shown to any man in this colony, except, perhaps, to Sir Benjamin d'Urban. On the arrival of the procession at the North Wharf, a brilliant scene presented itself to view. All the numerous flag-staffs of the building-yards and stores (with one solitary exception) were decorated with ensigns and flags; a saluting battery had been thrown up alongside the wharf, while upwards of 45 sailing and rowing boats, profusely ornamented with the gayest flags, were in waiting to continue the procession by water, all the crews being dressed in holiday costume. The boat prepared for Mr. Fairbairn's use was distinguished by having the city banner in the bows and the union jack at the stern. On his putting foot into the boat, the assembled multitude gave three farewell cheers, and the battery then fired a salute of 21 guns, while the band in one of the boats struck up a march. All the boats then put off for the *Madagascar*, which was lying under topsails ready for sea. The day was remarkable fine, and the scene particularly

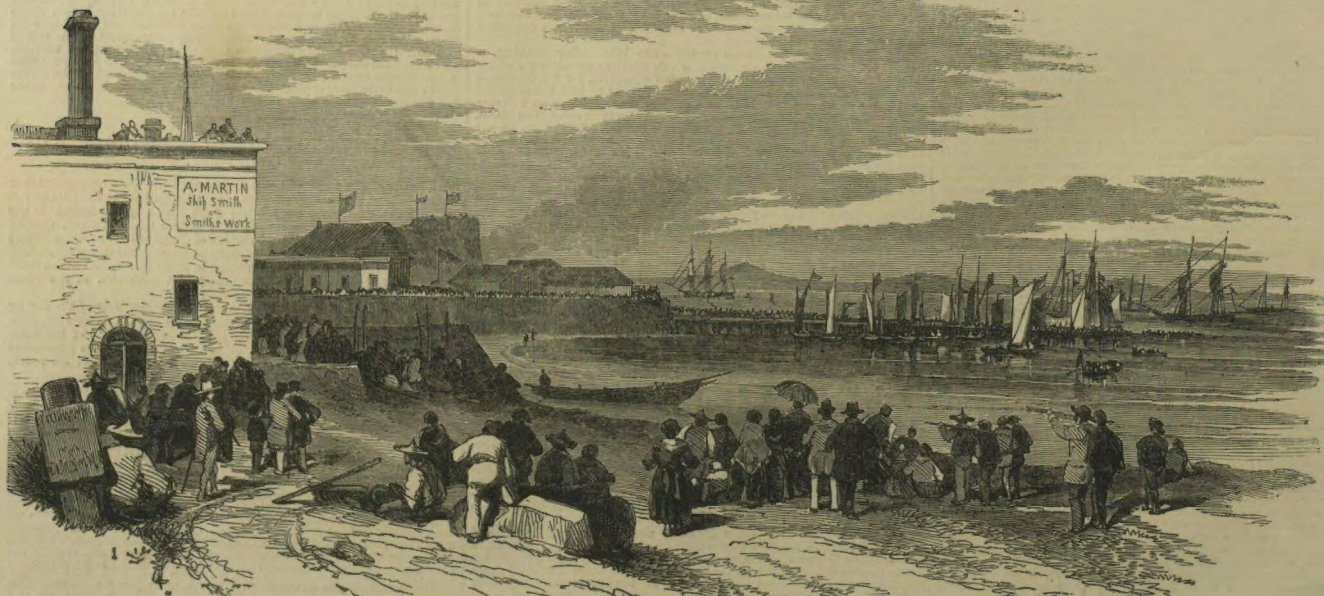
exhilarating, the sun shone brightly, and a gentle breeze carried the boats rapidly along. On the arrival of the procession alongside the *Madagascar*, the boats drew up, and Mr. Fairbairn ascended the quarter-deck, where he bade adieu to his numerous friends, who regularly stormed the decks of the noble Indian, to the no small trouble, we suspect, of her good-natured commander. The band alongside in the meanwhile played "Rule Britannia," "Home, sweet Home," "Should auld acquaintance be forgot," &c., until it became time to depart. The crowd then slowly left the ship; but not until many had taken personal farewell of Mr. Fairbairn, and cried "God speed him." Then assembling around the ship, the crews and passengers of the gay little fleet all stood up, and waving hats and handkerchiefs, gave one cheer more for Mr. Fairbairn, which "one cheer more" was continued at intervals as they made their way towards shore, and long after they were unable to distinguish the person of him into whose hands they had entrusted their dearest interests.

THE EXPERIMENTAL SQUADRON.

THE spirited scene of the accompanying illustration is best related in the words of a Correspondent to a Devonport Journal, relating, from her Majesty's ship *Leander*, Lisbon, Dec. 17, 1850, several trials of sailing by the *Leander*, *Phaeton*, and *Arethusa*.

"During the summer we had several trials on a wind, with scarcely enough wind to keep the sails full; the *Phaeton* then had the advantage, but very little, of the *Arethusa*. On the 5th of November last we left Lisbon, and for several days we were either becalmed or had light airs; but at 10.30 A.M. of the 18th a change took place; the sky became overcast. At 11.30 the Commodore made signal to try rate of sailing on a wind. By this time there was a stiff royal breeze. All the frigates had a beautiful start. About 3 P.M. (the wind still increasing) the *Phaeton* was obliged to take in her royals. At this hour the *Arethusa* gained about one and a half to two miles; at 4 P.M. the *Phaeton* hoisted a signal, 'I cannot carry on;' for no other reason than the *Arethusa* was laughing at her to windward. 4.30—signal to take station, and reefed topsails and courses, blowing very fresh, which continued during the night. At 8 o'clock the following morning (19th November) there was a good sea

up, with about half a gale of wind. 8.20—Commodore made signal to *Phaeton*, 'What sail can you carry?' Answer, 'Double-reefed topsails, reefed courses, and topgallant sails.' A similar signal to *Arethusa*. Answer, 'Single-reefed topsails, whole courses, topgallant sails, and reefed royals, if I require them.' 8.40—signal, 'Prepare to try rate of sailing with all possible sail.' At 9.40 we started, the *Phaeton* with double-reefed topsails, reefed courses, and no topgallant sails, as per signal to the Commodore; the *Arethusa* carried the sail as before-mentioned, per signal. At the instant we started, the *Phaeton* was on the lee bow of the *Arethusa*, and the other frigates far astern, and to leeward. It was a splendid sight: in about forty minutes the *Arethusa* brought the *Phaeton* on her lee quarter. It was laughable to see the wind's eye frigate (*Phaeton*) occasionally making a clear jump out of the water, like a flying fish escaping the pursuit of a dolphin. Finding herself going so fast to leeward, and astern of the *Arethusa*, she sent hands aloft to loose topgallant sails; fortunately for the crew, it was not done. The *Arethusa* at this time, being about one mile to windward, received a very heavy squall, and heeled over to it in beautiful style. After the worst of it passed the *Arethusa*, every eye was turned to the *Phaeton* to leeward, anxious to see how she would receive it; when, the instant it caught her, she became a complete wreck, carrying away her jibboom, port bumpkin, a portion of her cutwater, and topgallant sheets: it was melancholy to look at her—the sea occasionally making a clean break over her. Commodore made signal to close reef topsails and courses, blowing very heavy. Commodore then made signal to *Phaeton*: 'When will you be ready to continue the trial?'—Answer: 'I don't know.' Commodore: 'Can you keep your station?'—Answer: 'No.' A telegraph of some length of time took place between the Commodore and the *Phaeton*; at last she was ordered to Plymouth or Portsmouth, as most convenient, to repair £2000 damage, whilst the *Arethusa* did not strain a rope. The *Phaeton* left us about 4 P.M. of the 19th, in the Bay of Biscay, where we knocked about with heavy weather for several days. When we arrived again in Lisbon, on the 27th, we were anxiously waiting the arrival of the mail from England, to hear if she had arrived safe. The *Phaeton* is a beautiful vessel in fine weather, and it is a pity that she should be sent out of the English Channel in the winter season to encounter rough weather."



DEPARTURE OF THE DEPUTATION FROM CAPE TOWN FOR ENGLAND.

THE LATE DUKE OF NEWCASTLE.

HENRY-PERHAM-FINNES-PERHAM-CLINTON, fourth Duke of Newcastle, K.G., died at Clumber Park, Nottinghamshire, aged 66, on the afternoon of Sunday last, the 12th inst., after a long and painful illness. His Grace was representative, in the male line, of the ancient and eminent baronial family of Clinton, on which an Earl's coronet, with the title of Lincoln, was conferred by Queen Elizabeth, in 1572. By female descent, he derived from the distinguished houses of Pelham and Holles, by both of which the Dukedom of Newcastle had been enjoyed. That high honour he inherited at the decease of his father in 1798, being then but ten years of age. Shortly after, he was sent to Eton, where he remained till 1803, when, joining his mother and stepfather, General Sir Charles Crauford, in taking advantage of the brief peace of Amiens, he ventured on a continental tour, but, in consequence of the renewal of hostilities, he was detained a prisoner for four years. In 1807, shortly after his return to England, he married Georgiana-Elizabeth, only child of Edward Miller Mundy, Esq., of Shipley, county Derby, M.P., by Georgiana Lady Middleton, his wife, daughter and eventual heiress of Evelyn Chadwick, Esq. This marriage brought a great accession of wealth to the Newcastle family. The lady was only just eighteen, and is stated to have possessed estates of the annual value of £12,000, together with a personal fortune of nearly £200,000. By her, who died September 20th, 1822, at the early age of thirty-three, his Grace had a numerous issue. The Duke's political career is chiefly distinguished for unbending consistency and determined hostility to the progress of liberal opinions. To use his own words, "his sentiments, such as they were, were ever openly expressed; true or false, they were his own—the result of reflection; not formed hastily, not the adoption of party, not borrowed with an easy indifference from the more fertile storehouses of others wit, but the plain, unbiased, dispassionate, and independent conviction of his own mind."

"My object (we quote from the Duke's 'Thoughts in Times Past, tested by Subsequent Events') was to fulfil the duty required of me; and to accomplish this end by no other means than such as my searching conscience could most sacredly and scrupulously approve. Thus, then, was I trained into acting upon conscience. I endeavoured to discover the truth; and, if I failed, it was not from want of intention, but from want of capacity. On looking back to the past, I can honestly assert, that I repent of nothing that I have done. *Vestigia nulla retrorsum*. Such has been the cradle of my opinions; time may have matured them, and given them something like authority; at all events, the sentiments which might have been originally doubtful are now rootedly confirmed. My mind within me is as the needle to the Pole—on no point more decisively than that I cannot be a Reformer, and that, from conviction, as well as from affection, I am a Conservative." It is scarcely necessary to remind the reader, that, a few years previously, his Grace had offered the most unflinching opposition to the passing of the Reform Bill; had been, in consequence, exposed to all the rancour of popular wrath; and had had his fine old Castle of Nottingham burned to the ground by a furious mob.

The Duke had equally opposed Catholic Emancipation, the Repeal of the Test Act, and any alteration in the Corn Laws. He recorded his vote against Queen Caroline, arrayed himself against the Canning administration, and supported the Coercion Bills for Ireland. These opinions he ever after maintained; and however much men may differ from them, all upright minds must concede to the departed nobleman respect for his conscientious principles, and admiration for his unbending honour and public consistency. Suffice it to add, that, long after his Grace's political error are forgotten, his private worth, his high English spirit, his generous disposition, and his kindness of heart will be remembered, and his name will ever form an honourable link in the ancestral roll of the illustrious family from which he descended.

For many years the Duke held the important office of Lord Lieutenant of Nottinghamshire; but having refused to insert in the commission of the peace the names of two gentlemen, on account of their not being members of the Established Church, Lord Cottenham, then Lord Chancellor, remonstrated, urging the obvious grounds why the

nomination of Government should be complied with. But the Duke was inexorable, and replied indignantly by a stern refusal; whereupon, he was impeached in the Lieutenantcy by the Earl of Scarborough. At the time of his death his Grace was Custos Rotulorum of Newark, Steward and Keeper of Sherwood Forest and Folewood Park, and High Steward of Retford. He was also Doctor of Civil Law, and patron of eight livings. His hereditary possessions spread widely over the county in which he resided, and his magnificent manor of Workop. None of the Duke's daughters are married. His eldest son, so well known as the Earl of Lincoln, is now fifth inheritor of the Ducal coronet; he is in his fortieth year, and was married in 1832, to Lady Susan-Harriet-Catherine-Hamilton-Douglas, the only daughter of the Duke of Hamilton; by her, from whom he is divorced, he has four sons and one daughter.

GRAND NAVAL FUNERAL OF CAPTAIN SIR HENRY MARTIN BLACKWOOD, BART., OF H.M.S. "VENGEANCE," PORTSMOUTH HARBOUR

On Saturday last, at Portsmouth, at one o'clock, the preparations for the public funeral accorded to this late gallant and deeply regretted officer were commenced. The troops in the garrison—the 28th, 82nd, Royal Marine Artillery, the Royal Artillery, and the Royal Engineers—were marched down the High-street, and halted near the George Hotel; and

The following naval and military officers walked in procession:—

The Commander-in-Chief, Admiral Sir B. Capel; Rear-Admiral Freecott; Captain-Superintendent Sir Edward Parry; Colonel Lewis, R.E., commanding the garrison in the absence of Lord Frederick Fitzclarence; Captain Chads, of the *Excellent*; Captain Henderson, of the *Blenheim*; Captain Sir James Stirling, Captain J. F. F. Waller, Captain Robertson, Captain Fitzroy, Captain Frederick, Captain Crispin, Captain Sir W. Wiseman, Captain Hand, Captain Robinson, of the *Arrogant*; Captain Jerningham, Captain Matheson, of the *Britannia*; Colonel-Commandants Menzies and Gibson, R.M.A.; the Colonels of the regiments of the line and the officers of the Royal Engineers and Artillery; Flag-Lieutenants Cochran and Apin; Major Harvey, A.D.C.; Major Purvis, the officers of all the ships in the harbour, and also a number of officers on half-pay, &c., were present.

The decease of this gallant officer at so early a stage of life—just in his prime of manhood—has occasioned the greatest sympathy. He was much beloved by all who had the honour and pleasure of his acquaintance, especially by those officers who had served both with him and bereavement cannot be expressed by words.

A procession of boats upon an occasion has not been witnessed for a number of years in Portsmouth. The accompanying illustration is from a sketch by Mr. R. H. C. Udsell.



HIS GRACE THE LATE DUKE OF NEWCASTLE, K.G.

they then formed in line to the Royal Victoria Pier. The sailors, petty and warrant officers of H.M.S. *Vengeance*, then took up their station, and were followed by officers of both the services, from the Cadet up to the Port-Admiral, and from the Ensign to the Colonel Commanding-in-Chief. At one o'clock, the body was removed from Mr. Mitchell's, in the High-street. The coffin was covered with a superb union-jack, supported on either side by captains of the Royal Navy, and borne on the shoulders of the gallant seamen of the ship. The bands of the 82nd and 50th Regiments then commenced the "Dead March" in "Saul"; and the cortege proceeded. On the arrival at the Victoria Pier, the barges and boats of the ships were in attendance to receive the Body and the cortege. The band of the 82nd and the guard of honour occupied the first boat; in the second were the Body, and the pallbearers and mourners; in the third, officers of Navy and Army; and the fifth, sixth, seventh, and eighth boats were likewise filled by the officers of the united service. On either side of the principal barges were escorts of boats, all having the white ensign half-mast. The procession crossed the harbour's mouth, the bands playing the "Dead March," and the *Vengeance* commenced firing "minute guns." The appearance of the ship in mourning had a solemn effect; the yards were lowered, and all signs of white were obliterated.

The procession was met on landing at Haslar Jetty by the corps of Royal Marines, under Colonel Commandant Menzies (all the officers wearing cap round the arm), and the 30th Regiment of the line. They formed in single file on each side the road to the hospital and burial-ground, about 400 men of the former corps forming the firing party, and following the procession, preceded by the two bands playing the "Dead March."

The two Turkish captains commanding the vessels of war belonging to that country, now lying in Portsmouth Harbour, met the cortege at Haslar Jetty, and, accompanied by Captain Sir Godfrey Webster, Bart., joined the procession.

The body was received at the chapel at Haslar Jetty by the corps of Royal Marines, and the Rev. Mr. Vick, of Forton.

The service for the dead having been performed, and the body conveyed to the burial-ground, it was consigned to its last resting-place, and the ceremony was concluded by three volleys fired by the Royal Marines.

The principal mourners who walked in procession were Captain F. Blackwood, of the *Victory*, and Robert Blackwood, brothers of the deceased; two sons of the deceased, one of whom is a naval cadet in the *Vengeance*, and several other relatives.

and military officers walked in procession:—



important office of Lord Lieutenant of Nottinghamshire; but having refused to insert in the commission of the peace the names of two gentlemen, on account of their not being members of the Established Church, Lord Cottenham, then Lord Chancellor, remonstrated, urging the obvious grounds why the



GRAND NAVAL FUNERAL PROCESSION OF CAPTAIN SIR HENRY M. BLACKWOOD IN PORTSMOUTH HARBOUR.



THE GREAT EXHIBITION BUILDING IN HYDE PARK.—PORTION OF THE RIDGE AND FURROW GLASS ROOF.—LOOKING WEST.

THE GREAT EXHIBITION BUILDING.—DETAILS OF CONSTRUCTION.

(Continued from page 26.)

EXTERIOR OF THE RIDGE AND FURROW GLAZED ROOF.

But few of the visitors to the Great International Museum of Industry, during its construction, even if permitted, would like to view the ledgers, for the purpose of viewing from the lead-flats on either side of the arch of the transept the extraordinary appearance presented by so vast an extent of glass as that by which the whole building is covered. In order, therefore, to gratify those of our readers who have taken the greatest interest in the details of construction which have been given in the ILLUSTRATED LONDON NEWS from week to week, we present, in the present Number, a View of a portion of what has been called the "sea of glass." The View is taken from the north-western division of the lead-flats looking westward, and embraces an extent of 840 feet in length and 150 feet in breadth, to a point 216 feet from the west end of the building, at which point the width is reduced to 72 feet. The beautifully simple arrangement of Mr. Paxton's "ridge and furrow" principle of roofing is here fully illustrated.

The open second-class refreshment court, 144 feet long by 72 feet wide, the west side of which is 240 feet from the western elevation of the building, is plainly discovered by the clump of trees, whose branches surmount considerably the contiguous roofs of glass. On the right side of the picture is the roof of the department to be appropriated to machinery; and on the left, the entire elevation of the exterior of the glass-enclosed gallery is depicted conspicuously; while the immediately under, and contiguous, to the lead-flat from which the view was taken, are the three bays of roofing over the return gallery leading to that at the north end of the transept, and which leads to the galleries extending from the transept to the eastern front of the "Palace of Glass." The exterior of the upper tier of ventilators, partly concealed by handsome open cast-iron spirals, and surmounted by a fascia extending the whole length of the exterior of the gallery elevation, together with the flag-post standards, intended to receive the flags of all nations, and which are placed at intervals of 24 feet from centre to centre, form the most conspicuous portions of the entire view. The fascia is crowned to its full extent, between the respective flag-post standards, with an ornamental cast-iron frieze, precisely similar to that shown in the view of part of the south front, on page 432, Vol. XVII. A few of the glazing waggons, which, in a few days, will be entirely dispensed with, are just visible towards the west end of the roofs. The picture is made up by a view of parts of Kensington Gardens, Hyde Park, and some of the most conspicuous objects adjoining that can be seen over the roofs.

On our last ascent to the lead-flat, from which the view which we have attempted to describe is taken, we were induced to ascend a little higher than the lead-flat, even to the very top of the roof of the transept, along which is a walk from end to end, formed by a narrow lead flat 2 feet in width; and, although the task was accomplished with some little difficulty, yet we were amply repaid by the magnificent panoramic views of parts of the metropolis and the distant hills of Surrey, and the country on every side. It is to be hoped either that an ascending room, as that formerly at the Colosseum, or an easy spiral staircase, at any rate, will be constructed at the north end of the transept, for the purpose of adding another feature to the great international show.

HENDERSON'S PATENT DERRICK-CRANE.

In the View of the Hydraulic Testing Machine on page 428, Vol. XVII., by which all the cast-iron girders throughout the building have been proved, is also represented one of Mr. David Henderson's Derrick-crane, which are extensively used in many large establishments, especially of the North of England. There are, altogether, six varieties of these cranes, numbered from 1 to 6, that represented in the View being one of those known by the Number 4, the power of which is from two to four tons, and the radius of range from 25 to 45 feet. Some of the advantages obtained by this description of machine over the ordinary form of derrick-crane, are the facility with which a load can be moved nearer to, or farther from the centre of the crane, and deposited at any point of the space included within the range of the derrick; and increased safety while raising or lowering the derrick, whereby extra labour is saved in bringing the load to its original level.

In the derrick fixed at the "Industrial Palace," three-fourths of the circle included within the sweep of the crane is obtained, while the remaining fourth of the circle is likewise available, if logs of timber, or long lengths of iron, &c., are required to be moved. The derrick-crane consists of the stem, derrick, and the stays—usually made of timber, but which may, if desired, be constructed of wrought iron.

The stem consists of two pieces of timber, which meet at top, and are connected both at top and bottom by means of cast-iron shoes. The lower shoe is constructed so as to turn on a fixed gudgeon; and the upper shoe is also fitted with a gudgeon, by which it is connected with the pair of stays, and which enables it to be turned freely round. The crab-engine, as shown in the View, is worked by three men, and is fixed at the bottom part of the stem, the roller, or chain-barrel, being fixed between the two parts of which it is composed. The stays are fixed at their lower ends by being attached to horizontal sleepers, which meet at the centre of the crane, and support the lower gudgeon of the stem.

The derrick, which is constructed of a single piece of timber, has a cast-iron shoe at the top, and another at the bottom, the lower end being jointed by a pin to the bottom shoe of the stem, so as to enable it to be moved vertically. Winch-handles, with wheels for single and double purchase, together with the barrel, form one part of the crab; while the other part, which raises or lowers the derrick, consists of a barrel and two wheels, by which it is connected with the first portion of the crab—the necessary connection being effected by means of a clutch fixed to the spindle of the lift barrel. The derrick is supported by a chain, passing over a barrel and then down to a pulley at the top. From this pulley it is carried round to the top of the derrick, to which, in the present instance, it is fixed; but, in some of the other forms, passes over a snatch-block attached to the derrick, and, returning to the stem, it is securely fastened to the upper end of the top gudgeon. The left chain passes up the back of the derrick, from its top, to a pulley at top, and thence down to the load. In order to prevent the derrick barrel from turning, the two portions of the crab are disconnected—the derrick being supported by a catch, or pall, which acts on one of the coupling-wheels. When the two parts of the crab are disconnected, the crane is in a prepared state to be used in raising its load; and when it is necessary to move the load nearer to the centre of the crane, the two barrels are again connected, simply by means of the clutch, the motion of the crab being reversed. When the load has to be moved nearer to the centre of the crane, it is necessary to raise the derrick. The coupling-wheels are so proportioned, that the lift chain is unwound as much as the point of the derrick is raised, and thus the load is moved horizontally. When it is required to lower the derrick, the left chain is wound up, and the horizontal motion of the load is still preserved. The chain barrel is tapered, the increased diameter of the barrel moving the derrick through a larger range in its higher position, in proportion to the length of the lift chain unwound, by which the load retains its horizontal position while in motion.

GREAT INDUSTRIAL EXHIBITION OF 1851.

By the undiminished attention of the contractors nearly the whole of the flooring of the south side will be completed at the end of the week; the north-western extremity is somewhat delayed, until some of the machinery in motion, which is to be located there, shall have arrived; otherwise, on the north side, the progress is satisfactory. More than 250 feet of the glazing of the transept is perfected, and the light elegant cross railing, from Mr. Owen Jones's design, which runs along the galleries, has been fitted in several parts, and will serve the purposes of utility and decoration at one and the same time: the contractors, with a liberality which has more than once in connexion with the building signalled their sympathy with the Great Exhibition itself, adopted the present pattern at the same cost which they had tendered for one of a plainer description.

According to the address of the Society of Arts, it is announced that it is their

intention, during the period of the Exhibition, to hold several *conversations* and meetings, for topics connected with the Exhibition. Arrangements will be made to afford information and assistance to foreign visitors eminent in science and art, who may arrive. The council are considering a plan by which a friendly meeting for promoting the union of art and manufactures may take place every year in some one of the great manufacturing centres, and purpose making an effort to establish elementary drawing and modelling schools throughout the country.

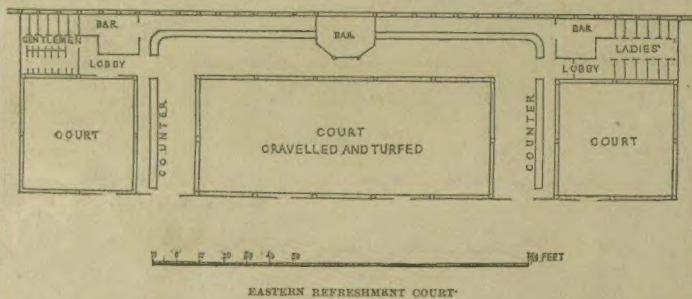
A pendant to the history by Mr. Paxton, developing his original idea of the Crystal Palace, and the explanations by Professor Cowper of the constructive ability, mechanical art, and particular materials, &c., used in the structure, Mr. Henderson, one of the contractors, had engaged to furnish to the Society of Arts a paper respecting the amount of labour, &c., employed by the firm to which he belonged.

On Wednesday, a large attendance of members assembled in their rooms, in John-street, Adelphi, to hear Mr. Henderson; but, after an explanation from the chairman (Mr. H. T. Hope, M.P.), the press of numerous duties prevented Mr. Henderson's attendance. Mr. Fox, the senior partner, was announced as being specially present to answer any inquiries which the members might think fit to proffer. We cannot sufficiently compliment this gentleman for the readiness, good-humour, and thorough intelligence with which he replied to even the most trivial questions.

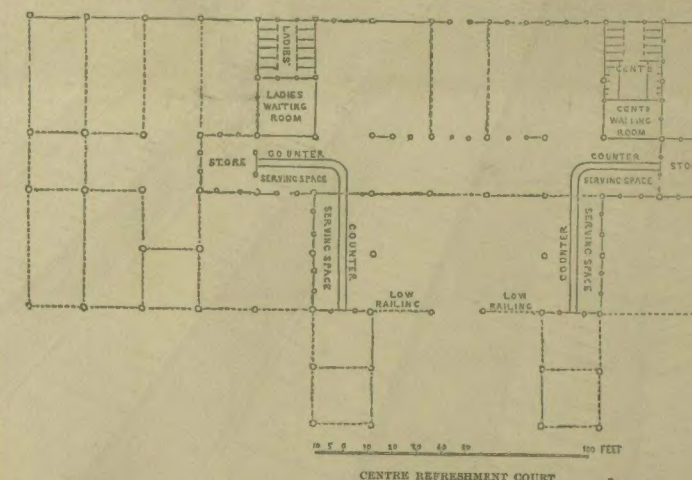
In reply to the first inquiry—respecting a provision against dampness in the building—Mr. Fox expressed his belief that it would be one of the driest ever constructed. Any exhalation from the soil underneath the floor would rise to the glass roof, and on any alteration of temperature would be condensed on the glass, and, trickling down by capillary attraction, would find its way to the small groove on each side of the Paxton gutters, and thence pass into the sewer.

As to the effects of the wind, it would be necessary to exert a force equal to 6860 tons, at a height of 24 feet from the ground, before they could blow down the building. The greatest force of wind ever known had been computed at 22 lb. to the superficial foot. Taking 28 lb. as the force, and supposing a gust of wind to strike the whole side of the building from top to bottom at the same moment, the total force which could be brought against it would be from 1400 to 1500 tons; whilst here they were able to resist 6860 tons. In the late gale, Colonel Reed ascertained the force of the wind to be 19 lb., and it did no harm whatever, though the roof was not on, and the building was quite exposed.

As to the amount of motion in expansion or contraction in the perpendicularity of the columns from atmospheric changes, the greatest amount would be about a quarter of an inch, while they could safely bend any of the columns to the extent of two inches at the least. The columns were keyed up hard and fast together for distances of two hundred feet at each end of the building, and

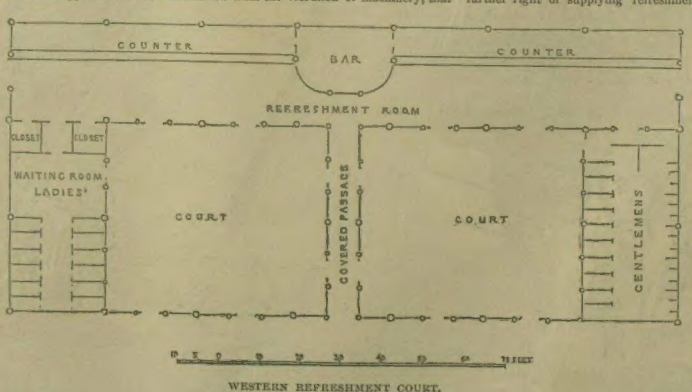


on each side of the transept. The girders could slide upon the brackets which supported them. The flooring of the galleries, as well as the Paxton gutters, served as a continuous wooden tie, leaving the cast iron to expand as it was acted upon by the atmosphere. The strength of the girders was unquestionable; every one had been tested to at least fifteen tons. Assuming a pres-



sure equal to that of 112 lb. per superficial foot, each girder would have to sustain a load of about five tons and a half. Such a load would never be placed upon them (calculated as it was from the densest crowd of people), as there were to be tables along the whole of the galleries for the display of the articles, which could not be equal in weight to that of a mass of human beings occupying the same amount of space.

So little apprehension was entertained from the vibration of machinery, that



Mr. Fox proposed to have the lands of the machinery attached to the columns themselves.

The glass was quite strong enough, as the width was to be considered as well as the thickness of the panes; the panes used by his firm were sixteen ounces to the foot, 49 inches long, and 10 in width. They had used upwards of thirty acres of glass spread all over the kingdom, and they had no difficulty with it.

Mr. Broadwood had given his opinion that a building with glass roof and glass sides was the safest building that could ever be put up. On each side of the exit doors (some twenty in number) in the wooden tier of the building, they would have a glass window, whence they could see any portion where a fire existed. The Chelsea Water-works were building a 9-inch main, with a column

of seventy feet constantly on it; and a 6-inch pipe both across and around the whole building. Sixteen branches ran into the interior, and with one length of hose they could control the whole surface of the structure. The water would always be laid on.

After some other unimportant remarks, a vote of thanks was unanimously passed to Mr. Fox.

The foreign exhibitors, in all cases where an answer has been returned, appear to be thoroughly satisfied with the final arrangements which allot the various countries distinct space according to their respective latitudes. The most northern products will occupy the extremities. The productions of the United States are assigned to the eastern division; then come Russia and the northern countries; then France, Germany, Italy, and southern latitudes, down to Egypt, Arabia, China, Persia, and the tropics. The visitor, crossing the transept, will arrive at the contributions from England and her colonies; those of India and Ceylon will be nearest to the transept; Canada occupies the western extremity; and the rest of the space (save that for machinery in the north-west extremity) is reserved for the United Kingdom. The English colonies to which space has been allotted are:

Australian Colonies: New South Wales, New Zealand, South Australia, Van Diemen's Land, West Australia. Bermudas, Canada, Cape of Good Hope and Natal, Cape Coast Castle and Dependencies, Ceylon, Falkland Islands, Gambia, Gibraltar, Hong Kong, Hudson's Bay Co's Territories, India (including Singapore), Ionian Islands, Labuan, Malta, Mauritius, New Brunswick, Newfoundland, Nova Scotia and Cape Breton, Prince Edward's Island, St. Helena, Sierra Leone, West India Colonies: Antigua, Bahamas, Barbadoes, British Guiana, Dominica, Grenada, Jamaica, Montserrat, St. John's, St. Christopher's, St. Lucia, St. Vincent, Tobago, Tortola and Virgin Islands, Trinidad.

Our readers will probably like to clearly understand the provision against hunger and thirst, which an eight-mile inspection of the industry of the globe may induce; and we append the conditions of tender for the privilege of supplying refreshments in the Building, which we have previously briefly noticed.

Her Majesty's Commissioners consider that it may conduce to the convenience of visitors to permit light and moderate refreshments to be obtained and consumed in certain proscribed parts of the Building; but they think it would be inconsistent with the nature of the Exhibition to allow the Building to assume the character of an hotel, tavern, or dining-room. They will dispose of the right of sale of certain kinds of refreshments, in one, two, or three separate contracts, subject to conditions hereinafter mentioned, to those parties who shall offer the largest sum of money for the right, with guarantees to ensure the proper execution of the contract. Three areas, as indicated on the plan, and to be fitted up, each respectively for the sale and consumption of the following kinds of refreshments, which are not to be taken out of the areas:—Central Area: For ice-cream, pastry, sandwiches, pastries, fruits, tea, coffee, chocolate, cocoa, lemonade, seltzer, and soda-water. Eastern and Western Areas: For bread, butter, and cheese, tea, coffee, chocolate, cocoa, ginger-bread, spruce-bear, and similar drinks, &c. A list of which must be approved by the Executive Committee, together with the other articles in No. 1, at the discretion of the contractor. Parties may

tender for all or any one of the refreshment areas; but the tender for each area must be made out *separately*. The Commissioners will erect buildings and fittings shown by plans. Any change or additions must be done at the contractor's expense, and approved by the Executive Committee. No cooking whatever will be allowed, and no heating apparatus can be used, except for the purpose of warming water, and making tea, coffee, chocolate, &c. All apparatus for this purpose must be previously approved in writing by the Executive Committee. Water and drainage will be supplied by the Commissioners; but all rubbish, fragments, stale supplies, &c., must be removed between the hours of six and eight A.M., and never be allowed to accumulate: the contractor will pay a fine of £2 for each neglect, to be imposed absolutely by the Executive Committee. Any waiter or servant of any contractor who may misconduct him or herself, either by overcharge, indecency, or in any other way, shall be immediately discharged by the contractor, upon being so required by the Executive Committee. All admissions of persons connected with the refreshment department into the Building to be defined by the Executive Committee. Losses from theft, fire, or accidental causes to be borne by the contractor. Entrances will be provided for the delivery of provisions, &c.; but the same will not be al-

lowed to be used excepting between the hours of six and nine A.M., unless special permission be given by the Executive Committee. The contractor at each refreshment area must supply fresh filtered water *gratis* to all visitors, and keep a sufficient supply at each area of the articles specified as above. No wines, spirits, beer, or intoxicating drinks can be sold. The contractor for the sale of refreshments in areas No. 2 and 3 will have the further right of supplying refreshments of such a character as the Executive Committee may approve to the persons employed in arranging the Exhibition from the day of signing the contract until 30th April. A statement of regulations and printed lists of prices, which must include all cost of attendance by waiters, &c., must be at all times displayed in conspicuous situations. A difference of opinion between a contractor and the officer to be appointed to superintend the execution of the contract, is to be referred to the Executive Committee, and their decision to be final. Visitors shall thus be able to obtain good light refreshments at moderate prices, but the sale of refreshments shall not be permitted to interfere with the Exhibition in any way. These conditions must be carried out by the contractor liberally; and if any question should arise as to their interpretation, the Executive Committee shall be sole and final judges of the same; and if, within two days of the delivery of the refreshments, &c., by the Executive Committee, the instructions therein contained shall not be carried out, then the contractor shall forfeit all benefit in his contract, shall have no title to a restitution of any premium paid, and shall, together with his servants, be denied admittance to the privilege.

No tender will be accepted from any person who has previously been in position to undertake such a contract in a way to give satisfaction to the public. The deed to be signed on or before 1st February, 1851. The contractor to pay half the purchase-money on signing the deed, and the remainder on the 31st May, 1851. The contractor to enter into a bond, with two sufficient securities, for the due performance of the contract. The securities to be half the extent of £500 each, and the autograph signatures of the parties proposed as securities, &c., are to be affixed to the "engagements and securities." The bonds to be drawn up by the solicitor appointed by the Executive Committee, but



BURNING OF A SLAVE ESTABLISHMENT BY BRITISH SEAMEN AND MARINES, AT KEONGA RIVER MOZAMBA, IN THE MOZAMBIQUE CHANNEL.

THE SLAVE-TRADE IN THE MOZAMBIQUE CHANNEL.

The well-directed energies of British seamen and marines, in checking the enormities of the Slave-Trade, have furnished many interesting scenes for our sketching Correspondents, as well as for our Engraver's art. The accompanying is a contribution to this class of illustration. It shows an attack made on the town of Kounga, River Hambezy, or Mozambica, in the Mozambique Channel; with the burning of an extensive slave establishment by a division of seamen and marines from her Majesty's ship *Castor*, and steam-vessel *Dee*, on the 8th of June last, under Commander B. H. Bunce, of the *Castor*. On this occasion a six-pounder gun was carried and spiked, a large slave-dow (native vessel) blown up, and premises for several thousands of slaves set fire to, and completely destroyed; in addition to large storehouses filled with merchandise intended for conducting the vile traffic. The barracoons were defended by the six-pounder, which the British captured, and by about 300 free natives, with muskets, besides several bowmen and spearmen. So rapid were the movements of our seamen and marines, that the people, who are very warlike and courageous, had scarcely time to get under arms before the place was totally demolished. They, however, on the embarkation of the force, opened a sharp fire from the bushes, which was

returned with good interest; but no lives were sacrificed on the part of the English.

Towards the close of the month previous to the above attack, the slave barracoons were also burnt at Massin, near Cape Delgado, by a division of seamen and marines from the *Castor* and *Dee*. This was a notorious slave market. The attack was made by the English at day-break; and before the natives could offer resistance, the barracoons were destroyed, a magazine of powder exploded, and a stone-built house of the proprietors undermined blown up.

THE GUNPOWDER MAGAZINES NEAR LIVERPOOL.

The inhabitants of Liverpool are just now applying their energies to the removal of a great and imminent danger, of the existence of which they have for a long series of years hardly seemed to be aware.

So little is seen by the ordinary passenger, who seeks a fresh breeze on the opposite shore of the Mersey, of the warehouses in which the vast stores of gunpowder discharged from vessels on entering this port are kept, that, even to our Liverpool friends, the accompanying Sketch will have the freshness and interest of novelty. To those who are but par-

tially acquainted with the noble estuary on whose waters float the hundred argosies whose cargoes form the wealth of Liverpool, we may give a brief description.

Leaving the ferry at Egremont slip, and taking the shore in the direction of New Brighton, and about half way to that fashionable bathing-place, is a collection of houses known as "the Magazines." At the rear of the cottages, on the low cliff, are the Magazines themselves, approached from the shore by a road cut through the cliff, and hardly distinguishable by its circular lodge, cart-shed, and gateway in the inner of its two walls. Within the inner inclosure are a number of warehouses, separate, and isolated, if so moderate a precaution may be so termed, by mounds of earth, grass covered. Round the north side runs the road to Liscard; and from the opposite side of this road, on a slight elevation, the Magazines are seen. To the left is the gaol at Kirkdale, and the East and, finally, to the right, the church of Everton, the new Clock Tower, consisting of the Town-hall, St. George's and St. Nicholas Churches, the Telegraph Tower, and the Custom-house.

The existence of this danger has been investigated by the Government; and the inquiry, though somewhat tardy, promises to be effective. The Government Engineer, Lieutenant-Colonel Waters (says the *Live*



THE LIVERPOOL GUNPOWDER MAGAZINES.

Chronicle must have been as much surprised as others at the apathy which so many thousands of people on both sides of the Mersey have long shown respecting the existence of this horrible nuisance. The carelessness which has existed respecting life and property is amazing. Even the ordinary precaution against lightning has not, it appears, been adopted at the Magazines, although, as a contemporary remarks, the fort at the entrance to the river, a short distance from the Magazines, was struck a short time since by the electric spark, which burnt the halyards of the flagstaff. It is really providential, that, in the absence of any necessary precaution, no great calamity has hitherto attended the shipment of gunpowder to and from these Magazines, more especially when we reflect that smacks laden with the powder are passed every hour in the day, and every day in the year, by the numberless steamers that are constantly plying up and down the Mersey, from which sparks and flame are continually emitted. The Magazine itself, with 700 or 800 tons of gunpowder, is left unguarded at night; and it was proved before the Government official that the powder was unloaded into carts, the wheels of which have iron rims, drawn up and down by iron-shod horses. At the time the Magazines were erected the shore on both sides was without houses for miles round; but, with the vast increase of population, with the erection of numerous houses on the Cheshire side, and dock-works on the other, a source of such constant apprehension as a large gunpowder depot ought, years ago, to have been removed. Even now, in all probability, no steps would have been taken, but for the serious explosions in powder that have occurred recently in this country and on the Continent, attended with serious loss of life.

THE BOMBAY RACE CUP.

This superb Prize has been purchased by subscription, by the three Services at Bombay, to be contested for next month. It is appropriately



THE BOMBAY RACE-CUP.

termed "The Tri Juncta in Uno Cup." The body is of Etruscan form, and bears two medallions: one is Mars in his chariot, preceded by Fame, crowned by Victory, and attended by the British Lion. On the opposite side is Bellona, in her chariot, attended by the Furies, with flaming torches. On the foot of the Cup is grouped Neptune Riding Triumphant, with Tritons. The surmounting figure personifies Legislation. Figures of Victory, enriched with ornaments, form the handles; the several subjects illustrating the three Services—Civil, Naval, and Military. The Cup is of silver, about 240 ounces weight; and the total height is 33 inches. Value, £300.

MORE NINEVEH SCULPTURES.—A letter has been received from Dr. Layard, dated Bagdad, Nov. 20, 1850, in which, speaking of the sculptures he is sending to the University of Oxford, he says:—The sculptures, unfortunately, were on the same raft with one of the lions, which was wrecked between this place and Burrah, and above a month elapsing before their recovery, they were too late for the vessel by which I had hoped to forward them to England. They have since, therefore, remained at Burrah with the rest of the antiquities; but I hope to ship them next month, and it is probable they may be with you in the spring." Dr. Layard also regrets that "the sculptures which ought to have been shipped two years ago are still lying on the beach at Burrah, and have suffered irreparable injury." He further says, "I have now deserted Nineveh for the time for Babylon, but have not actually commenced excavations, being without the necessary documents from the Porte, and the country around Bagdad being in an unexampled state of confusion and disorder. In fact, scarcely anyone can leave the gates without a good chance of having his throat cut, or making a triumphal re-entry in his shirt."



SCENE FROM THE NEW DRAMA OF "BELSHEGOR, THE MOUNTEBANK," AT THE ADELPHI THEATRE.
THE THEATRES, &c.

ADELPHI.

The Parisian drama of "Faillasse," by MM. Denney and Marc Fournier, was produced on Monday, under the title of "Belshazzor the Mountebank; or, the Pride of Birth." It has, of course, been much altered; and is, as announced, "of peculiar construction, full of powerful Adelphi effects." Replete with business and excitement, the drama of "Belshazzor" promises to be one of the most successful of the season. The story is exceedingly complicated, and the persons are remarkably eccentric—such, indeed, as the Adelphi performer delights in. Mme. Celeste, Miss Woolgar, Mr. Webster, Mr. Bedford, and Mr. Wright were admirably fitted. Mr. Webster himself was never seen to more advantage than in Belshazzor, a wandering mountebank, who, beneath his absurd exterior and bombastic manners, assumed professionally as the means of living, has a good heart and a clear head, and cherishes, in particular, the domestic feelings. His wife, Madeleine (Mme. Celeste), appreciates his many excellent qualities, and his children love him with devoted affection.

The scene opens with a fair in the village of Montrolade, in honour of the restoration of the Bourbons, in 1814; and here the mountebank arrives with his car, his Merryman and his family. The sports of the fair being over, Belshazzor and his wife are addressed by the Chevalier de Rolac (Mr. O. Smith), who informs them that Madeleine is the lost daughter of the Duke de Monteban (Mr. H. Hughes), and coolly proposes that she and her children should forsake her husband, have her marriage dissolved, and so become qualified for admission into her noble family. The proposition is rejected with scorn and indignation. But the Chevalier lays plans by which he ultimately prevails. The faithful pair fly to their private lodgings at Angoulême, but here the family emissary penetrates, and, coming at a time when the life of the daughter is despaired of by the mother, he induces Madeleine to accept the offer of the Duke, for the sake of the child. Great is the despair of Belshazzor. His son remains faithful to him; but both are in danger of starvation; for the Duke sends agents, by whom they are dogged from place to place, and by various persecutions deprived of the means of gaining their livelihood. In the course of his wanderings, however, Belshazzor arrives at the Duke's chateau, near Bordeaux, just at the moment that his Grace's guests are enjoying a Florentine fête, and, being supposed to be one of the masqueraders, addresses them in character, and also performs some of his professional tricks, and finally receives money from the company, in order to carry out the supposed assumption to its natural conclusion. In all this he is prompted and assisted by one Nina Flora Aphrodite Stiltz (Miss Woolgar), who, like him, has a chance introduction into high life as

the wife of Ajax, the "Merryman" (Mr. Wright), supposed to be the son of the Baron de Montrolade (Mr. Paul Bedford). Thus supplied with means, and meeting with the Chevalier, from whom he wrings a confession, and some papers, Belshazzor proceeds to the Duke's palace, in search of his wife, disguised as De Rolac. He obtains the desired interview; but, it turning out that the Chevalier himself is a returned convict, of whom the officers are that instant in pursuit, and the delinquent's papers being found upon Belshazzor, he (Belshazzor) is arrested, and tried for a murder committed fifteen years ago. The Duke, though sure of his innocence and want of identity, encourages the prosecution, and all would go against him, but that the villain, De Rolac, finding a pardon has been obtained from the King (the object being, not to execute Belshazzor, but to get him out of the way), comes forward to avow his personality. It is then also discovered that Madeleine is not the Duke's daughter, but that Belshazzor is really his son, brought up under similar circumstances. The curtain accordingly falls on the happiness of all parties.

The performance is in every respect excellent, and the *mise en scène* perfect. Mr. Webster performed with a force, feeling, and finish which entitle him to the rank of an artist of extraordinary power and skill. We were also greatly delighted with Miss Woolgar. The house was crowded; and the piece must prove immensely attractive. The illustration shows the opening scene of the drama.

DRURY-LANE.

A sentimental conversational play, in five acts, by Mr. Sullivan, entitled "The Old Love and the New," was produced on Thursday. The house was, we are happy to say, crowded by a fashionable audience assembled to witness a new drama, on which, probably, the fortunes of the theatrical season depended. If the production of a meritorious literary composition, and the approbation of an intelligent auditory, can ensure success, the author and the manager may congratulate themselves on the result of the evening. From the absence of situations and comic scenes, however, it is somewhat difficult to make the interest of the theme intelligible in recital. The plot is of the kind that comes out in the dialogue, not in the action; and its value is dependent more on the style in which it is told than on the manner in which it addresses the eye of the spectator. Its influence lies in the language, which is always good, though seldom brilliant, frequently elegant, and invariably neat. The turns of fortune in the story depend on the agency of an old maid, Miss Trimmer (Mrs. Terman), who has become such in consequence of the neglect in early youth of Sir Algernon Courtoun, Bart. (Mr. Cooper), and who, at the opening of the play, deems himself the accepted suitor of one *Cecilia Haythorn* (Mrs. Nisbett). But the young lady has a lover in the baronet's nephew, *Captain*

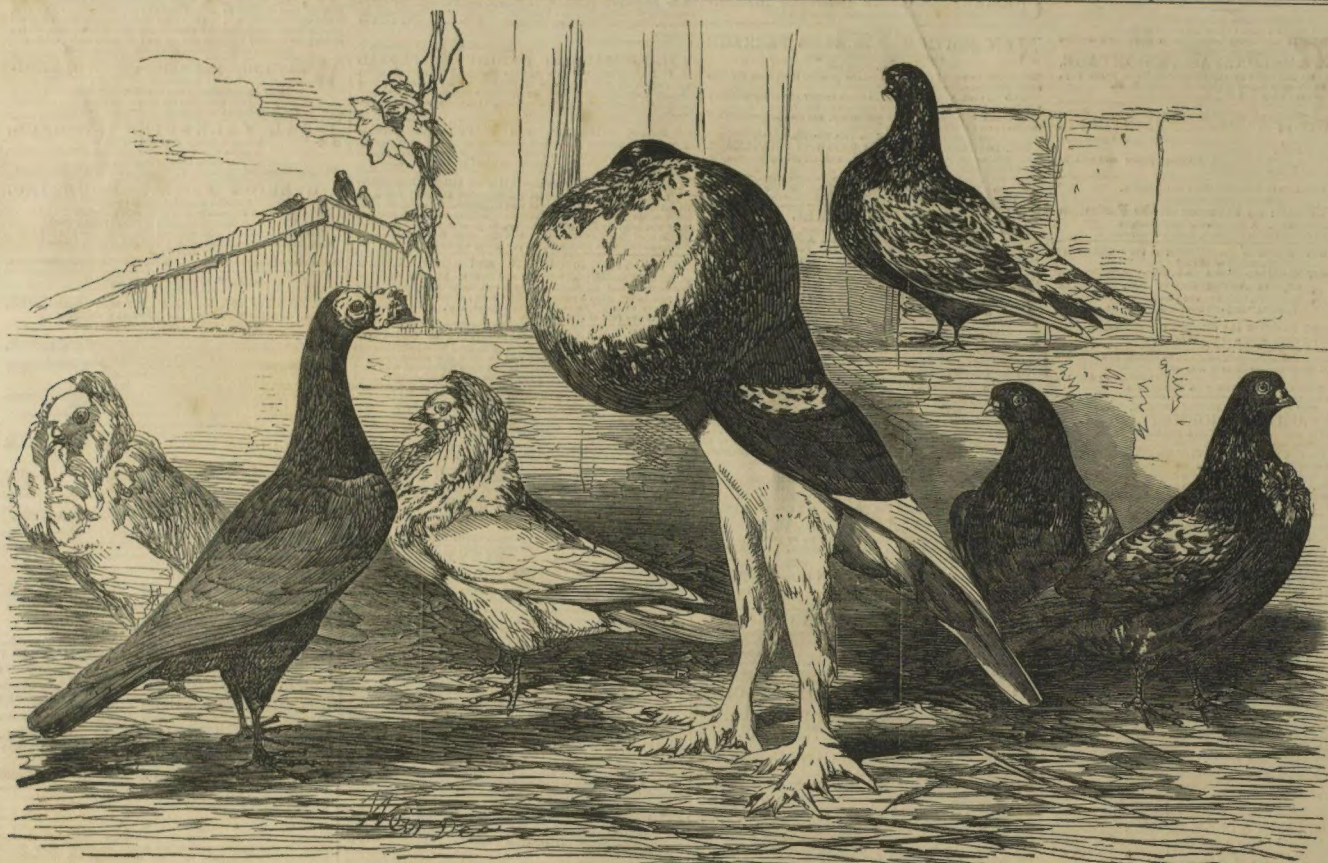


SCENE FROM THE NEW COMEDY OF "THE OLD LOVE AND THE NEW," AT DRURY-LANE THEATRE.

tions" was not so extravagant as on the last occasion. After the closing of the account some flatness prevailed, and the market has been heavy since. This is due to the "However," usual close, especially to the periods of the half-yearly meetings, *bond* file purchasers' orders, and general indifference. The closing prices of the half-year have been made known. The closing quotations are: £aleonian, 16½; East Anglian (£29, L. and E. and L. and D.), 31; Ditto (£20), 28; However, usual close, 17½; Eastern Counties, 6; Ditto, New Pref., 12½ per Cent.; 108; Eastern Union, Class A to E, Shares, 31; Ditto, ditto, 28; C and S Shares, 32; Do., do., Serip, Gaur, Six per Cent., 17½; East Lancash., Six; East Lincolnsh., Gaur, Six per Cent., 32 xint; Great Northern, 17½; Do. Halves, 17½; Great Western, 17½; Hall and Albion, 17½; Do. Five per Cent., 12½; Great Western, 79½; Hall and Albion, 17½; Do. Five per Cent., 12½; Ditto, Fifths, 4½; Leeds and Bradford, 96; London and Blackwall, 16½; London Brighton, and South Coast, 91½; London and North-Western, 123½; Ditto, 123½; London and South-Western, 164; Ditto, 410 Shares, M and B (C) 38; London and South-Western, 78; Manchester, Sheffield, and Lincolnshire, 26; Manchester, Sheffield, and Lincolnshire, 26; Preference, 24; Midland, 48; Ditto, £50 Shares, 15½; Newmarket, 24; Oxford, Worcester, and Wolverhampton, 17½; North Staffordshire, 94; North-Eastern, 24; North-Western, 123½; Rotherhithe and Tilbury, 12½; Shrewsbury and Chester (Nor. W. Min.), 8 per Cent., Preference, 12½; South-Eastern, 33½; Waterford and Kilkenny, 54; York, Newcastle, and Berneville, 14½; Paris and Nord, 22½; Boulogne and Amiens, 9; Northern of France, 14½; Paris and Rouen, 27½; Paris and Strasbourg, 10½; Sambris and Mense, 3.

son of the late Charles H. Hastings, K. C. H. — Samuel Parker Welldon, son of the Rev. Dr. Well-
don — Brevet Major Fitzmaurice William Colthurst, late of the 57th Foot. — On the 11th
after a short illness, Sarah Eliza, aged 24 years, the beloved wife of Mr. Edwin James,
Gulford-road, South Lambeth. — At West Parley Rectory, Wimborne, on the 11th
Mary Augusta, only daughter of the Rev. Henry John Buller, aged one year and nine
months.

W. W. SHEATH, SILK MERCER, &c.



MR. PARKINSON'S CARRIER.

JACOBI.

MR. BULT'S POUTER.

MR. FINE'S ALMOND TUMBLER.

MR. PERCIVAL'S YELLOW MOTTLED OWLS.

PIGEONS EXHIBITED BY THE PHILOPETERSTON SOCIETY.

PHILOPETERSTON SOCIETY.

This Society—which, as the Introduction to its Rules states, was formed for the "Improvement of the Breed, and the Exhibition of every Variety of Pigeon worthy of the attention of the Fancier"—held its anniversary meeting and Annual Public Exhibition at Anderson's Hotel, Fleet-street, on Tuesday last. The room, from its being constructed with a central skylight, was favourable to the exhibition of the beautiful plumage of those very interesting and favourite birds—Pigeons; but it must be confessed, that it was too small for the accommodation of the large number of visitors on the occasion, particularly as the meeting was graced by a number of ladies. The company appeared much delighted with the exhibition, and many gentleman

amateurs present expressed surprise that they had been, up to the present increasing in number and extending the humanising influence of the time, ignorant of the existence of such a respectable Society, and evinced a strong desire to join it. The Society may, therefore, calculate upon love of ornithology. Nearly all the species, indigenous and imported, were exhibited. The Tumbler, in all its beautiful varieties, of Almonds, black, yellow, red, and agate Mottles; and Baldheads and Beards (short-faced) in their several varieties; Carriers, in their varieties of black, dun, and blue; Pouters, black, yellow, blue, and red-pied; and an assemblage under the general name of "Toys," comprising the species and varieties of Jacobins, Trumpeters, Magpies, Barbs, Owls, Turbits, Helms, Spots, Swallows, Fan-tails or Shakers, Brunswickers, the Porcelain from the West Indies; with the Archangel, Persian, and Australasian birds. All were in excellent feather and fine show; of which we have engraved specimens.

FINE ARTS.

"A CORN-FIELD—EVENING." PAINTED BY C. DAVIDSON.

This Picture, from the Exhibition of Modern Art, in Pall Mall East, exemplifies in a very favourable manner the zeal with which the artist has studied nature. One great claim of this drawing resides in its colour, in the warmth and embrowned gold of the low-toned light which is suffused over the whole scene. A certain want of balance in the distribution of the materials of this drawing, which is rather prominently apparent (but unavoidably so) in our print, is not felt in looking at the original picture, on account of the interest which is attached to the upper part of the sky, from the delicate rendering of multitudes of luminous bars of amber-coloured cirrus cloud. The stillness of the evening hour and atmosphere is given with fine feeling; and the elaborate yet unaffected execution of the whole deserves high commendation.



EXHIBITION OF MODERN BRITISH ART.—A CORN-FIELD: EVENING.—PAINTED BY C. DAVIDSON.